

Montana and the Sky



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MONTANA AERONAUTICS DIVISION

September 1983

Two-Place Ultralight Training Authorized

Ultralight instructors across the country have begun receiving authorization to use two-seat ultralight training vehicles for instruction for hire under the authorization of the AOPA Air Safety Foundation.

The Foundation received an exemption to FAR Part 103 from the Federal Aviation Administration to allow such flight in variance with the regulation. And ASF issued its first authorization within a month of receiving the waiver.

Basically, the exemption allows the use of two-seat ultralight training vehicles for instruction for hire. Prior to FAA issuing exemption number 3783, two-seat ultralight craft had to carry an FAA Experimental Category certificate and registration, and the pilot had to be a licensed private pilot. But instruction for hire was not allowed by law.

The Air Safety Foundation efforts changed that. Now, there are exemption authorization holders in many cities and more are on the way.

Only with certification of an applicant's flying skills by the ultralight's manufacturer, along with a claim of airworthiness by the same company, can a Certificated Flight Instructor or ASF Registered Examiner become an authorization holder.

All of AOPA Air Safety Foundation's 800-plus Registered Examiners are eligible. And John Ballantyne, director of ASF ultralight programs, predicts that many more manufacturers will join the effort to certify their machines.

For more information concerning the waiver, contact AOPA Air Safety Foundation at 301-695-2172.

1984 WHIRLY-GIRLS SCHOLARSHIPS AVAILABLE

Applications are now being accepted for two Whirly-Girls 1984 Scholarships (\$4,000 each) which will be awarded next January to two deserving women pilots for use in obtaining an initial or an add-on helicopter rating.

The 1984 Doris Mullen scholarship will be awarded to a commercial woman helicopter pilot to allow her to pursue additional helicopter ratings to further her degree to professionalism and marketability as a professional pilot in the helicopter industry.

The second scholarship, the 1984 Dr. Dorothy Jean Flint Memorial Scholarship, will be awarded a deserving woman commercial airplane or private helicopter pilot to achieve her initial helicopter rating or upgrade her private helicopter rating.

Dr. Flint, a graduate of Mills College, Oakland, Calif., and the University of Pennsylvania Medical School, began flying helicopters in 1968 while on the staff of the Neurosurgical Clinic for Children in Media, Penn. A private airplane and helicopter pilot, a practicing psychiatrist and a pioneer among women neurosurgeons, Dr. Flint died of cancer in February, 1983.

Applicants for the 1984 Doris Mullen Scholarship must have true financial need, currently hold a commercial helicopter pilot license, must be representative of the high standards upheld by the Whirly-Girls, and must have demonstrated a strong desire and a sincere effort to pursue a career as a helicopter pilot.

Applicants for the 1984 Dr. Dorothy Jean Flint Memorial Scholarship also must have true financial need, hold at

least a commercial airplane and/or private helicopter license, have demonstrated a sincere effort to pursue a career in aviation industry with a genuine desire to specialize in helicopters, and must be representative of the Whirly-Girls high standards.

Scholarship applications are available from The Whirly-Girls, Suite 700, 1725 De Sales St., N.W., Washington, D.C. 20036. Applicants are asked to indicate the scholarship for which they are applying and enclose a check in the amount of \$10 payable to the Whirly-Girls Scholarship Fund to cover the cost of processing and mailing. Deadline for receipt of completed questionnaires is November 1, 1983. Winners will be announced in January.

Organized in 1955, the Whirly-Girls now number 408 members in 23 countries.

Van De Riet Applications Sought

Applications are now being accepted for the first annual Jack Van De Riet Memorial Flight Training Scholarship.

Applications should be in the form of a letter explaining the reasons for applying for the scholarship, future career goals, and past aviation experience. Letters should be sent the Montana Aeronautics Division, P.O. Box 5178, Helena, MT 59604.

Deadline for application is October 15, 1983.

Administrator's Column

The Montana Aeronautics Division co-hosted, with the FAA, the first annual regional flying safety clinic at West Yellowstone on July 19, 20, and 21. Although the weather took a turn for the worse, we were pleased with the turnout. There were 149 registered participants. Presentations included aero-medical by Spike Nelson of the FAA; Boeing test programs by Jack Waddell, retired Boeing engineering test pilot; density altitude workshops; forced landing and survival techniques by Skip Stoffel of the Emergency Response Institute; and mountain flying by Sparky Imeson. The FAA provided a vertigon simulator, which was a big attraction, and most everyone rode in it. On Saturday the rain subsided enough to allow the pilots to fly to check the takeoff performance of their aircraft which was measured by a theodolite instrument. Chuck Foster, director of the seven-state FAA Northwest Mountain Region, has recognized the need and benefits of this type of flight safety clinic and is largely responsible for persuading me to co-host the first of what is to be an annual event, rotating between the seven states. Washington Aeronautics will co-host the 1984 clinic. I feel that the clinic achieved the goals we set and was a big success.

* * * * *

The Montana Aeronautics Board and the Division have taken a strong position against the proposed 660' high BPA power line crossing at Rock Creek. Board members Mike Strand and John Wall inspected the proposed crossing site and reported their findings to the Board. The Board took an official position to oppose this crossing; and Mike Strand, Ray Brault (Department of Commerce attorney), and I all testified before the Board of Natural Resources on August 19 expressing our concerns and opposition. The MPA, MATA, 99s, AOPA, and several individual pilots and FBOs also submitted written opposition to the high crossing. In spite of this, we were strongly overshadowed by the environmental issues presented and the positions of the Montana Department of Fish, Wildlife and Parks and the Montana Department of Natural Resources and Conservation, which supported the high crossing.

* * * * *

I recently attended a meeting between the FAA's Northwest Mountain Region managers and the seven states' Aeronautics directors and administrators. Mr. Foster, director of the new FAA region, chaired the meeting. Among topics of mutual interest and concern were: 1) the decision to consolidate the two Montana Flight Standards District Offices, located at Helena and Billings. The Billings FSDO will be reduced and maintained as a satellite of the headquarters office at Helena; 2) that pilots using the ATC flight following services are being encouraged to advise when leaving ATC. ATC has, in several instances, alerted SAR officials when an unexplained or sudden loss of radar is experienced with an airplane they are tracking, only to later find that the pilot merely decided to divert or descend out of radar coverage and failed to advise ATC; 3) a critique of the regional flight safety clinic held at West Yellowstone (mentioned above); 4) ultralight concerns, in particular the issue in Spanish Fork, Utah, and the FAA regional council's response to rules and regulations set forth by that airport. It appears that the FAA feels that FAR Part 103 specifically exempts certain ultralight and pilot requirements and, therefore, preempts a state or local government from imposing such rules and regulations. Although most everyone disagreed, this is the legal interpretation of FAR Part 103; and 5) an update on the progress of the FSS consolidation and modernization program. The FAA will be in Montana later this fall to meet with interested communities and explain their procedures and requirements. Community proposals will be solicited and a selection made in October 1984. Actual occupancy is planned in early 1989.



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The Montana Aeronautics Division hosted the Western States and Canadian Search and Rescue Advisory Council meeting in Helena August 22 and 23. Most of the states in the northwest region as well as Canada were represented. Aeronautics as well as sheriffs, emergency services, military, Civil Air Patrol, medical, and search and rescue volunteers were represented. SAR people from England were even in attendance. It has long been felt that there is a tremendous wealth of knowledge as well as resources available in this region; and if we can develop communications on a regular basis, we will all benefit by sharing. The presentations were excellent and very informative. The next meeting will be hosted by Utah Aeronautics in Salt Lake City in approximately six months.

CFR SCHOOL SCHEDULED



By: Jerry Burrows
Aviation Representative

The Montana Aeronautics Division will again pay the registration fee and the hotel expenses for persons from Montana airports attending the Crash/Fire/Rescue (CFR) School to be held in Great Falls October 3 - 7, 1983.

Course content has been changed to follow National Fire Protection Association (NFPA) Standard 1003, "Airport Fire Fighter Professional Qualifications." The FAA also certifies those completing the course.

Subjects include: disaster planning, airport and aircraft familiarization, science of fire, forcible entry, rescue, fire fighting operations, etc. "Hot drills" are also required and an important aspect of the school.

The Aeronautics Division encourages volunteer fire fighters who may have to respond to an aircraft accident to attend this school, especially from

those airports that have a CFR vehicle stationed on the airport. Knowing how to fully utilize the extinguishing systems/agents and rescue equipment in an emergency may save someone's life.

Interested persons may contact Gordon Jolliffe, Fire Station, Montana Air National Guard, Great Falls International Airport, at 727-4650, Ext. 2232, or Jerry Burrows at Montana Aeronautics, 449-2506, for more information.

As enrollment is definitely restricted to 40 students, ACT NOW.



TV Ground School Begins Again

The final 15-week series of the television ground school "Invitation to Fly" is now in progress on KUED, the PBS educational television station. The series is co-sponsored by the Montana Aeronautics Division, along with the Utah Aeronautics Division and other Utah aviation groups.

Successful completion of the series, using related course study materials, meets the FAA Part 141 eligibility requirements to take the FAA Private Pilot Airplane Written Exam.

Contact your local FBO for further information and study materials.

Sept. 23 - 25 — Mountain Search Pilot Clinic, Kalispell.

Sept. 23 - 25 — Aviation Law Seminar, Port Ludlow, Wash.

Oct. 1 — MPA Board Meeting, Heritage Inn, Great Falls.

Oct. 1 — Jackpot Air Race.

Oct. 3 - 7 — Crash/Fire/Rescue School, Montana Air National Guard Fire Station, Great Falls.

Oct. 7 - 8 — Flying Farmers Convention, Ramada Inn, Billings.

Oct. 19 - 22 — AOPA Convention and Industry Exhibit, Albuquerque, N.M.

Oct. 27 - 28 — MAMA Meeting, Fairmont Hot Springs.

Nov. 12 - 13 — MAAA Meeting, Lewistown.

Dec. 7 - 8 — Montana Aeronautics Board Meeting, Helena.

MPA Plans Fall Board Meeting

The fall board meeting of the MPA will be held on October 1 in Suite 201 of the Heritage Inn in Great Falls. The meeting begins at 2:00 p.m. The meeting will be followed at 6:00 p.m. by a no-host social hour on the Sun Terrace. All MPA members are invited to attend the meeting and/or the social. Special rates are being offered for MPA members and transportation from the airport will be available.

Film Added To Library

The film "Stall/Spin: Classic Facts and Myths" was recently acquired for the Montana Aeronautics Division film library. Pilot groups are urged to take advantage of this free loan as it is an excellent safety/training film for all pilots.

The 22-minute color film shows pilots how to avoid the situation or deal with it if encountered and explains the aerodynamics involved.

Arrangements can be made to borrow the film by contacting the Aeronautics Division office in Helena.

AN EVENTFUL SUMMER . . .

Schafer Meadows . . .



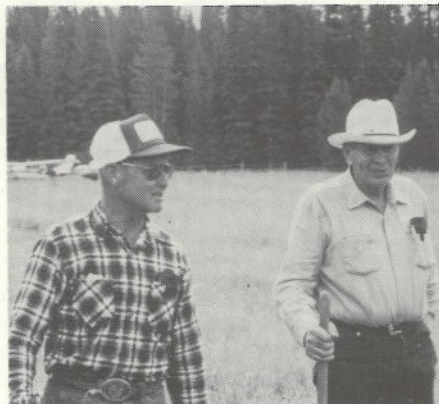
Has there ever been a more beautiful setting for an MPA board meeting?



Evelyn Sandmeyer, Pauline Harrison, and Leona Strouf were part of the sign painting committee.



Mike Strand visits with Phyllis Sammons at the Schafer campground.



Guy Willson and Sam Langhus share the work of a clean-up detail.



Dick Strouf (left) helps Jerry Burrows install a new wind sock.

Three Forks . . .



Matt Bruns of Whitehall had his first plane ride in Wayne Edsall's 1930 Fleet.



Mac Childers' replica of the Red Baron's 1917 Fokker was the hit of the show.



The Piper PA-11 owned by Bud Hall was one of many antique aircraft at Three Forks.



Bud Hall props the Fleet as Wayne Edsall prepares to take Brenda Spivey for a ride.

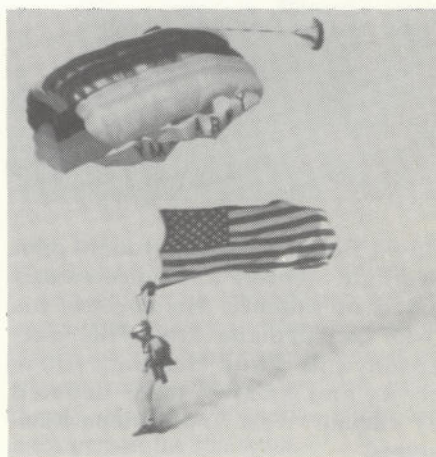
Helena . . .

The Helena Air Show attracted upwards of 15,000 people who spent the day at the airport viewing many varieties of aircraft, large and small, military and civilian. In the photos below, visitors look over an Air Force A-7D Corsair fighter and examine the model planes of the "Flying Tigers" model airplane club.



Bozeman . . .

More than 18,000 people attended the Bozeman air show to watch the Air Force Thunderbirds and the Golden Knights Army Skydiving team. Al Newby also performed in his Great Lakes.



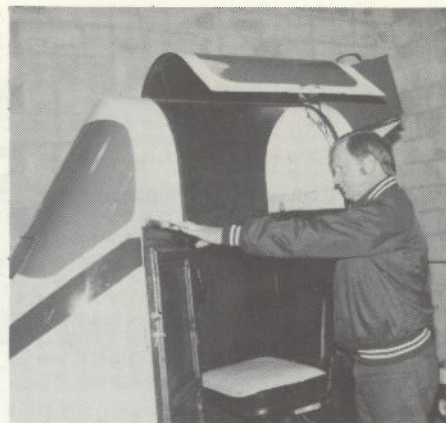
West Yellowstone Safety Seminar . . .



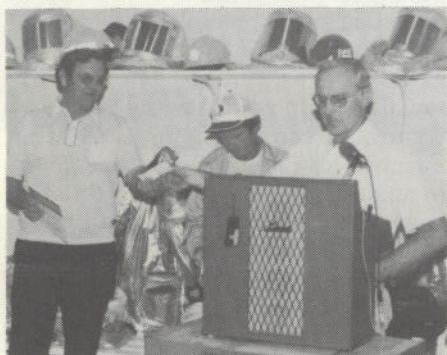
Patty Mitchell hands Paul Burket, administrator of Oregon Aeronautics, a door prize donated by a West Yellowstone gift shop.



Patty Mitchell and Mike Ferguson chat with Audrey and Jack Waddell (center) at the seminar. Jack is a retired Boeing 747 test pilot, Audrey recently earned her private license.



Dale "Spike" Nelson of the FAA gives vertigon "rides" to clinic participants.



Wally Taylor of the Spokane Cloud-busters won the private pilot preflight contest, recognized here by Paul Hinman of the FAA.



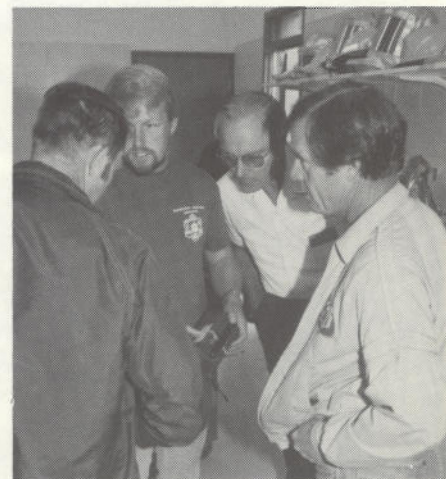
Classroom sessions were well attended.



David Holmes won the student pilot preflight contest and took second place in takeoff. He accepts his "beer can airplane" from Mike Ferguson and Paul Hinman. Door prizes and awards were donated by various West Yellowstone businesses.



Sparky Imeson's presentation on mountain flying was very interesting and informative.



Paul Hinman (center) and Mike Ferguson listen as Skip Stoffel explains an ELT to a seminar participant.

Know When Not To Go

**By: Patty Mitchell, Supervisor
Aviation Safety and Compliance**

We are all aware of the effects of ice on the wings and tail of aircraft, especially after the crash of the Air Florida Airline in Washington, D.C. after the accumulation of ice on the control surfaces. Now is the time of year for frost to start showing up. How do you rid your aircraft of frost and ice?

There have been several accidents related to de-icing solutions being applied to an aircraft before takeoff. This de-icing solution is commonly a mixture of alcohol and glycerine plus anti-corrosive additives, known as ethylene glycol. As a de-icing agent it is usually diluted with water in accordance with prevailing temperatures. This solution is usually sprayed on commercial aircraft but is also available to the general aviation pilot.

Anti-icing on the ground uses the same solution as the de-icing agent. It must be done on a clean, dry airplane, applied in a heated hangar. This application may prevent a glaze of frost upon exposure to cold outside air. These measures sometimes provide a thin temporary coating, but in no way guarantees that the aircraft is ready to fly when you are.

We have all heard the hangar stories of airplanes flying with great globs of ice on the wing. Some of these stories may even be true, but the early models of aircraft had more forgiving aerodynamic qualities. The laminated flow design of modern airplane wings is much more sensitive to any slight disruption of air flow. All of the snow and ice must be removed.

For small aircraft, removal of structural icing on the ground normally begins with hand brushing to clear away any snow or ice that is not solidly adhering to the surface. Solid ice can be removed by pulling a hemp rope back and forth over the surface. Chipping, pounding, or chiseling is very likely to cause serious damage to the aircraft.

If you choose to use a de-icing agent, do not use the type of ethylene glycol prepared for automotive antifreeze on an aircraft. It contains additives which can injure the airframe.

Remember, the pilot-in-command is responsible for ascertaining that the airplane is free of any snow, ice, or frost. Takeoff speed and prop blast will not usually blow the surface clean. Sometimes it is not possible to get an airplane into a departure position free of all snow and ice.

The best pilots know when not to go.

CHUTISTS WIN NATIONALS

The Glendive, Montana, based skydiving team "Tension Free" competed and placed in two of three events at the 1983 Skydiving Championships held June 21 to July 14 in Muskogee, Okla. In spite of hot, uncooperative weather, the team placed first in the four-way sequential and a close second in four-way rotation in CRW (Canopy Relative Work).

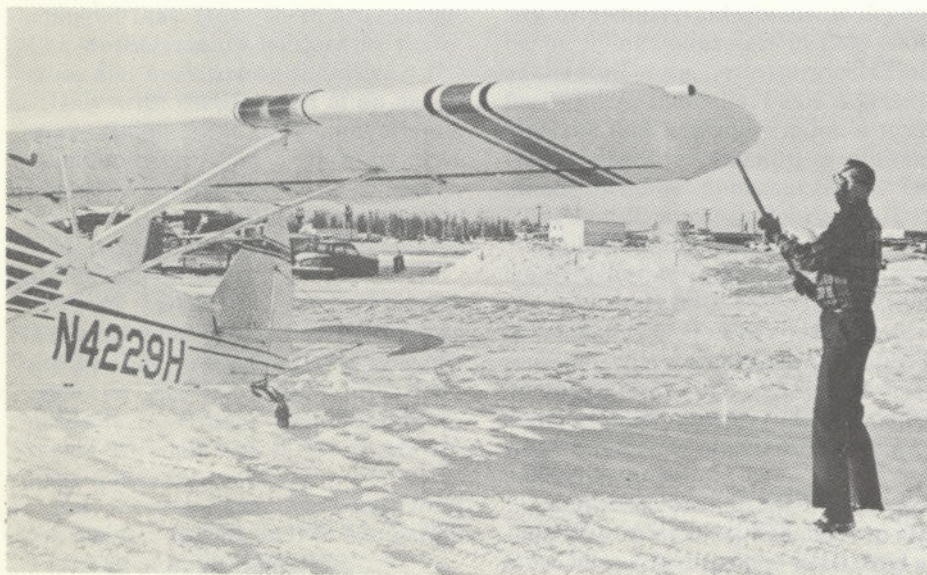
The "Tension Free" team, consisting of Bob Feisthamel, Glendive; Daryl Dassinger, Glendive; Bob Suchor, Gillette, Wyo.; and Joe Blankenship, originally from Billings/Hardin and now of McCook, Neb.; completed nearly 110 practice jumps, 70 in Glendive, in only 17 days in preparation for their national title. In mid-May the team was unsure of competing in 1983 after member Joe Blankenship was required to undergo major surgery. Practice began for Joe on June 4. Brian Feisthamel, Glendive, and Jeff Beckham, Gillette, serve as team photographers.

The four-way sequential is an event that requires the four-man team to form various formations in set sequence. The team is awarded one point for each completed formation, in order, within a time of four minutes of exit.

In four-way rotation, the four jumpers exit the plane to form a quadraplane (vertical) and rotate the top man to the bottom, one after the other in a time of four minutes starting at exit.

"Tension Free" led throughout four rounds of the four-way rotation event with 20 points in each. The fifth round they had a serious canopy wrap-up of three canopies, requiring Daryl Dassinger, Bob Feisthamel, and Bob Suchor to ride the reserves down. Because of the 19-point round, "Tension Free" and a Texas team tied at 99 points each. The Texas team won with "Tension Free" second, determined by tie-breaking rules of the competition.

In addition to competition for national and world cup titles, the team is available for exhibition jumps at air shows, rodeos, and fairs. Bob Feisthamel, Box 579, Glendive, is the contact person for the team.



CONGRATULATIONS!

FAA Certificates Issued Recently to Pilots

PRIVATE

Edward Garber Kalispell
Kenneth Ross Kalispell
Donald Wozny Deer Lodge
Michael McNulty Whitehall
Cary Weyrauch Kalispell
Will Smith Columbia Falls
Diana Krieger Helena
James Rohback Great Falls
William Kuhr Great Falls
Monte Baer Ronan
Randall Elliott Bozeman
John Gysler Wolf Point

COMMERCIAL

Jerry Richardson Cascade
(Helicopter)
Randall Yaeger Helena
Marshall Lambert Billings

MULTI-ENGINE

Paul Iverson Dell
Michael Thorsen Great Falls

ATP

Rex Houserman Billings

Marie Erickson Glendive
Charles McMillan Glendive
Terry Williams Sidney
Jeffrey Zeigler Havre
John Brandon Billings
Eric Raecke Bozeman
Randall Walston Belgrade

Bomb Group Reunion Planned

The 461st and the 484th Bomb Groups are seeking former personnel who served with these two groups in Italy during WW II, 1944-45, to advise them of the 1984 reunion now being planned.

Please contact: Bill Harrison, 6681 N.W. 6th Ct., Margate, Florida 33063.

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MEMBER NATIONAL ASSOCIATION OF STATE AVIATION OFFICIALS

PURPOSE—"To foster aviation, as an industry, as a mode of transportation for persons and property and as an arm of the national defense; to join with the Federal Government and other groups in research, development, and advancement of aviation; to develop uniform laws and regulations; and to otherwise encourage cooperation and mutual aid among the several states."



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